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RAIL TRAVEL newsletter

25¢

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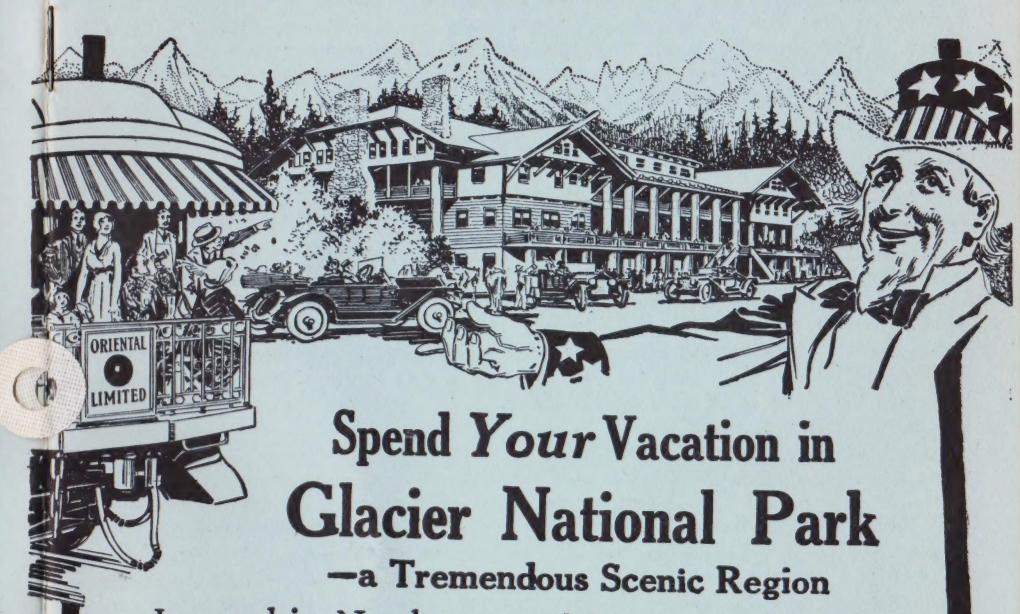
FIRST ISSUE OF
JULY 1973
#63



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Located in Northwestern Montana—in the heart of the American Rockies — this new national playground, with its 1,500 square miles of towering mountains and glistening glaciers, its teeming trout streams and 250 mountain lakes, its chasms and cataracts—offers you a delightful vacation at small cost. A magnificent new hotel has been erected at Glacier Park Station, the eastern gateway. A chain of Swiss Chalets, throughout the Park, operated in connection with this modern hotel, affords excellent accommodations. Rates $3.00 per day, American plan.

FUNCTIONS OF NOSTALGIA

ON THE COVER: Portion of a 60-year old "See America First" ad by the Great Northern Railway heralds our special feature on nostalgia and the roles it plays in a modern railroad passenger system.

LETTERS

The issue mailed June 29, with Paul Rayton's article, arrived here July 2, and was TERRIFIC! If you are not sending these to Congressmen, I'd urge you to do so...

The destruction of the DZ dome car, one of the last two Budd dome coaches built, is a loss. What incompetence!

Glenn C. Lee, Jr.

Seattle, Washington

After reading various complaints in RTN, I'd like to suggest to readers and writers this simple suggestion. WHY DON'T YOU COMPLAIN DIRECTLY TO AMTRAK at Washington--and failing their cooperation, to Congressmen or President?

After finding that the Hastings, Nebraska men's room had no soap dispenser for about a year, I wrote to Amtrak. The dispenser was there on my next trip.

After having our slumbercoach stopped out in the boondocks behind the station with a half-mile walk with heavy bags, I complained. NOW the slumbercoach pulls right up to the station!

Hargis Westerfield

Kearney, Nebraska

I fear the whole issue, especially Paul Rayton's article, was accurate. To me, cars and jets are nothing but means of transportation and buses aren't even that. Trains should be more than transportation: relaxation, good food, friendliness, and experience, more than just "It got me there." This summer I am traveling to Colorado to visit some friends. Aside from a trip on the RIO GRANDE ZEPHYR to Salt Lake, which is quite out of the way, I'll fly. In reply to the letter on page 2: Yes, Mr. Matthews, there is a difference between railfans and masochists, but none between dumb railfans and masochists. Dumb railfans take the train; smart railfans fly, unless they take the SOUTHERN CRESCENT or RIO GRANDE ZEPHYR, and keep their memories and sensibilities intact.

I had not given up hope entirely until Mr. Rayton's description of the SUPER CHIEF. Perhaps you could run an obituary: The SUPER CHIEF is dead. The train succumbed last month (or last year) after suffering from Amtrakitis, a pernicious and invariably fatal disease, since May 1971. A pretender to the throne, a rank imposter, is presently masquerading as the departed, but will fool no one who knew the old train. The SUPER CHIEF is survived by the RIO GRANDE ZEPHYR and the SOUTHERN CRESCENT, who have asked that, in lieu of flowers, telegrams be sent to Roger Lewis, Harold Graham, and members of Congress. Requiescat in Pace.

John R. Harrington

Chapel Hill, North Carolina

A copy of the notice of discontinuance of the NATIONAL LIMITED is enclosed. This notice, which is too small for adequate posting for General Public information in the first place, presents a very gross situation. It sounds like a re-play of the days before "Railpax." Amtrak apparently has been a cover-up.

I am fully convinced that there has been and continues to be a plan to ultimately bring about the demise of the bulk of NRPC, including a good portion of the Northeast Corridor. It too cannot survive without substantial feeder lines.

From past experience a simple notice of objection to the proposed discontinuance, with reasons, to the Interstate Commerce Commission, would be utterly futile. It is also my understanding that the Dept. of Transportation advised Amtrak to discontinue this service.

A very thorough investigation and a series of Congressional hearings covering this matter are essential. Note the trickery: time of the year of the proposed discontinuance, before peak summer season ridership figures can be compiled and possible inaction on the part of Congress because of its present workload and possible additional summer recess time needed.

The proposed discontinuance is preposterous in view of the present fuel crisis, alleged or not.

John D. Greaves

Independence, Missouri

Nobody is more interested or dedicated toward securing really efficient passenger train service for America than I am. The last three years we have traveled about 25,000 miles by train in the U.S. and Canada and expect to cover another 10,425 miles this fall.

Amtrak has made many worthwhile improvements; however there is much, very much to be accomplished. From the series of events which have been taking place, it is becoming very clear to many thinking people that nationalization of our entire railroad system will be necessary, if we in America are ever going to have a really good ground transportation system which is coordinated for the common good of all travelers.

Fred C. Stoes

Santa Cruz, California

Regarding Paul Rayton's article in the last issue: there are problems, but your consistently negative outlook is not helping.

R. D. Touton, Jr.

Philadelphia, Pennsylvania

(Our attitude is not consistently negative. Our attitude is consistently positive in terms of the need for rail travel, and being consistently devoted to better transportation we find it necessary to tell the plain, unadulterated truth to the best of our ability. You seem to overlook the many, many enthusiastic articles and items of praise for contemporary rail travel that we've published. We can understand, of course, that since your organization was involved in the initial inspection and selection of cars for Amtrak's purchase, you would be especially piqued by criticism of the continuing equipment failures. However, it does not help the cause of rail travel to sweep real problems under the rug. The problems must be identified and discussed before they can be resolved. We note that you checked the box on your subscription renewal reminder to indicate that you do not wish to renew. You are the second person to do so, and we are sorry that you won't be with us as we continue to evaluate all aspects of contemporary rail travel, both good and bad--Ed.)

I again rode my favorite #60, the MONTREALER, last June 16. The Montreal portion of the train was as usual moderately crowded although the corridor coaches were unusually light, even for a Saturday night. The C&O diner-observations originally used on these trains have apparently been replaced on a permanent basis with larger ex-NYC grill-diners. The car I rode in had recently been cosmetically renovated and was extremely attractive, with each white tablecloth covered with diagonally placed individual cloths in alternating red and blue (two of each on each table). The all-Amtrak service crew really bustled and the roast beef was really excellent. The diner had a defective truck, though, and was extremely rough riding.

Le Pub #3302 has been equipped with a cocktail computer and no longer carries the little individual bottles of booze. The thing mixes a good cocktail and my Canadian Club-based manhattan was a vast improvement over the old Hiram Walker ready-mix. I still can't convince Amtrak that this car needs popcorn, but pretzels and almonds are abundant and, with both a bartender and a waitress, the service is excellent. The third crew member on these ex-SCL coaches is a non-Amtrak professional enter-

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Scheduled mailing date for this issue: Friday, July 13, 1973. Good luck!

tainer who works from 8:30 to 2:00am. The entertainment runs heavily to cocktail piano music, and the rock tapes on the stereo system take over when the entertainer is on his break. Incidentally, the tape on this car that night had long excerpts of what sounded like the railroad sound record "Steam Railroading under Thundering Skies." The crew didn't know if this was a commercial or homemade tape, but it was certainly relaxing to roll through Jersey with ice tinkling in the glass and steam locomotive whistles rolling through the train. It was raining outside so the thunder sounded right at home.

Ticketing problems in Penn Station are abominable even though (or perhaps because) the new computer system is finally working. No matter what time of day or night I have been in there, only one or two reserved or first class windows are open, and the line before each runs 6 or 7 persons, each of whom takes about 10 minutes to be ticketed. I recently spent longer in line for a parlor car ticket to New Haven than the trip takes. It seems that at least Amtrak could resort to the butcher-shop number calling (Eastern Airlines uses this in their downtown ticket offices during busy periods) so that I wouldn't always get hung up behind someone exchanging a Columbia, S.C. ticket for one to Albuquerque and converting it to family plan.

David L. Ross

Fort Lee, New Jersey

Restoration of passenger train service between Chicago and East Dubuque, to Decatur, and continuation of present state subsidized train services are all included in a bill introduced into the Illinois legislature by Rep. Clarence Neff of Stronghurst. It appropriates two million dollars to offset 2/3 of the projected losses of the services.

The measure provides for continued subsidies of the ILLINOIS ZEPHYR, PEORIA and QUAD CITIES ROCKETS along with a Chicago to Springfield route via Champaign and Decatur. Rep. Merle Anderson of Durand was successful in amending the bill to include service between Chicago and East Dubuque via Rockford, Freeport, Lena, Warren and Galena, over the route of the old LAND O' CORN.

The Chicago-East Dubuque route is vitally needed, since the part of the route from Freeport to East Dubuque is currently without conveniently scheduled public transportation into Chicago. In fact, the towns of Lena and Warren are without any public transportation whatsoever. It has been estimated that between 50 and 70 thousand passengers will use the service in one year.

At this writing the Neff bill had passed both the House and Senate without dissent, altho it will be sent back to the House because of a technical Senate amendment. It is due to take effect July 1. The citizens of Illinois should be thankful that we have legislators who recognize the need for rail passenger service and are doing something about it.

Scott Rogers, Midwestern Regional Administrator, North American Passenger Train Services

Freeport, Illinois

QUOTES OF THE WEEK***

"We simply don't have strange people lurking in our Metro. We don't have people marking up our cars; these things are a source of pride to them. Nobody is afraid to ride the Metro in Mexico City, it doesn't matter if they are babies or old ladies.

--Jorge Espinoza Ulloa, head of Mexico City Metro, quoted in New York Times, July 8

SLIP OF THE MONTH CLUB***

"Amtrak is taking delivery on its first new locomotives... The new 300-hp units, capable of 100 mph, will be followed up with the purchase of 15 new electric locomotives, scheduled to go into service next year, Amtrak said."

--United Transportation Union News, June 30

(Okay, UTU engineers; no jackrabbit starts with those 300 horses.)

AMTRAK MOVES FORWARD WITH PLAN TO DISCONTINUE THREE TRAINS

Amtrak posted train-off notices as of July 2 at points along the routes of the New York-Kansas City NATIONAL LIMITED, the Chicago-Florida FLORIDIAN, and the Newport News-Charlottesville portion of the GEORGE WASHINGTON/JAMES WHITCOMB RILEY (trains 98 & 99). The discontinuance will be effective August 2 unless the ICC intervenes and calls hearings on the matter, in which case the ICC could require them to be run up to 4 months longer pending a final decision. Amtrak also would discontinue the thru Los Angeles-New York cars carried on the NATIONAL and the SUPER CHIEF. Apparently no notices have been posted concerning that service, but it is understood that Amtrak is accepting no reservations for the thru service beyond August 1 even though the probability is high that the ICC will ask for hearings. The 8½ x 11 typed notices indicated that people could object to the ICC in Washington no later than 15 days before the August 2 discontinuance. Therefore July 17 is the cutoff date for objections (this at a time of year when most people are out of town on vacations). The DOT's report of last March forecast a loss of $4.9 million on the NATIONAL in the fiscal year just ended, and a loss of $2.6 million on the FLORIDIAN. The impending demise of these trains was first published in RTN in the Jan. 1 issue. See also an editorial on this topic on page 16. When the departure time of the NATIONAL from Kansas City was changed from 5:40am to 9:40am last year, said an Amtrak spokesman there, ridership jumped about 146%. Discontinuance of the train would deprive five large cities of all train service: Columbus, Dayton, Louisville, Nashville, and Montgomery. Birmingham would lose Amtrak service but still be served by Southern. The NATIONAL ASSOCIATION OF RAILROAD PASSENGERS testified before a House committee last month that the Chicago-Florida service should be retained, improved & expanded. NARP also said the St. Louis-Kansas City run should be continued and speeded up, and that if Amtrak drops the St. Louis-Pittsburgh portion it should be replaced with a new connecting service linking Columbus and Dayton to the East Coast as part of a general restructuring of East-Midwest service.

CONGRESS STILL HOLDING UP AMTRAK'S FUNDS

The Senate on June 21 passed a $185 million appropriations bill for Amtrak, about double the amount requested by the White House, but Senator Vance Hartke filed a motion to reconsider the bill, thus holding up the money until Amtrak answers some questions Hartke is posing about the quality of service. Hartke is unhappy about Amtrak's proposed train discontinuances and about Amtrak's general slowness to improve service. Hartke reportedly reached an agreement with Congressman Harley Staggers of West Virginia to delay voting on the bill in the House until Amtrak replies to the Senate's questions. Hartke said that a short extension of Amtrak's funding would be passed to keep it in business thru July while these other matters are settled. The Senator that Amtrak may have to be reorganized entirely, taking it out of the hands of railroad managers.

ADMINISTRATION OFFERS COMPROMISE ON PLAN TO DEAL WITH NORTHEAST RAILROAD BANKRUPTCIES

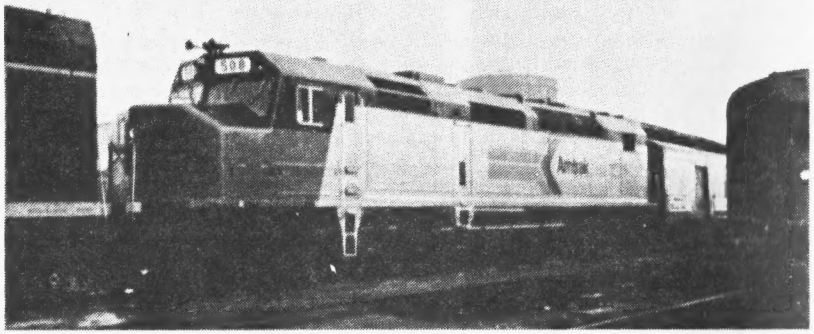
The Dept. of Transportation announced July 11 that it is willing to compromise with Congress and will approve a government "start-up" appropriation of $85 million to help the cash flow problem of the Penn Central and other bankrupt roads while the administration is organizing a Northeast Railroad Corp. an Amtrak-type organization to restructure the freight operations of six railroads in the Northeast. It promised also to make more money available after 1974 if insufficient private funds are forthcoming. The Penn Central on June 29 filed a liquidation plan with a Federal court indicating it would cease operations next Halloween night unless government funds were made available by October 1.

ENERGY, POLLUTION, TRANSPORTATION - WOES EXPRESSED IN THE PRESS

"The major problem in this country is that it is being run by shortsighted idiots" was the way a writer expressed his feelings to Time magazine (July 9). Even the Wall Street Journal was editorializing (July 10) that "We are left with a sense that events have taken control, that this society has lost the ability to get an effective

grip on any of its problems." The WSJ was thinking mostly of Watergate and economic problems, while the Time reader had in mind what more and more people are adding to their list of worries these days, the problem of transportation coupled with the energy crisis and the unresolved problem of pollution. The reader summed up succinctly the dilemma he perceived: over a year ago the White House encouraged people to buy more cars, and is now asking people not to drive them because of the gasoline shortage, and at the same time the House killed a bill to improve public transportation.

What people were reacting to, besides the gasoline shortage and energy crisis, was the Environmental Protection Agency's blockbuster plan for 17 urban areas that would sharply reduce auto usage in order to cut pollution. In Los Angeles it was proposed to reduce auto traffic 80% by 1977, a plan which the state Air Resources Board promptly rejected, calling it "unrealistic and unworkable." Fines and imprisonment for officials failing to act on the Federal regulations were part of the proposal. California's largest cities, along with Northern New Jersey, were called the dirtiest air places in the nation, and rumors circulated that the Federal government was already printing gas ration stamps, a la World War II, an allegation it denied. Meanwhile the Federal Trade Commission is charging that big oil companies are creating the petroleum shortage by practices designed primarily to drive small independent companies out of business. President Nixon's coming Phase 4 is expected to roll back gas prices to May 15 levels. The State of Florida is suing 15 large oil companies for conspiring to create the gas shortage.



THE PHOTO ABOVE shows one of Amtrak's newly-delivered diesel engines powering the SUPER CHIEF in Los Angeles on June 27. Engine 508 is the third in line, behind two blue-and-yellow Santa Fe units. Paul Rayton shot this photo, in which the red, silver and black are diffficult to reproduce in blak & white tones, with Polaroid film.

Urban-Suburban Transit

THE BART SYSTEM went on strike without warning to the public Monday, July 2, leaving 35,000 riders without trains. Talks with representatives of the strikers have been continuing, but no great progress is reported, and the system is still shut down as of this date (July 12)...

SP COMMUTE FARE increase is still undecided (see RTN, 1st April issue). The Public Utilities Commission decided to wait until Phase 3½ controls were lifted before acting. Those concerned with all problems of the SP Peninsula line can contact Peninsula Commute & Transit Committee, 454 Tennessee Ln., Palo Alto, CA 94306...

CALIFORNIA BECAME ONE of 22 states with a Dept. of Transportation July 1, reports Robert J. Swan. Its first director is the former State Director of Public Works, in charge of the Div. of Highways. In addition, a State Transportation Plan is to be drawn up by Jan. 1, 1976. More on that later...

AMTRAK'S WASHINGTON-CUMBERLAND has a new reprieve, until July 31. Amtrak is giving Maryland and West Virginia until then to complete arrangements to pick up their shares of the estimated $400,000 annual loss, or about $133,000. The train leaves Cumberland now at 5:18am rather than 5:30, and now stops at Rockville as well...

THE DOT GRANTED New York City's Transit Authority $62.7 million this month to help finance work on the new Manhattan-Queens subway line. There is a local matching grant of $31.4 million...

THE INDEPENDENCE LIMITED - PLUS A FEW TRIALS AND TRIBULATIONS by Ken Maylath

A steam-powered train from Chicago to Washington DC in 1973? Improbable perhaps--but true in July. Called the INDEPENDENCE LIMITED, the train left Chicago July 4 and chugged into Alexandria, just outside the nation's capitol, on the 8th. And every bit of the route used freight-only trackage, mostly the N&W. This involved the former Nickel Plate, Wheeling & Lake Erie, Pittsburgh & West Virginia, the Western Maryland (fast losing its identity to the B&O/C&O), a portion of the original N&W and finally a part of the Southern. Since travel was during daylight hours only, layovers were made in Ft. Wayne, Brewster, OH (near Massillon), Pittsburgh, and Hagerstown.

I joined the train for the rather short journey from Brewster to Rook Yard, in suburban Pittsburgh. Not much over 100 miles, but a rather interesting bit of trackage which makes its way thru the hills around Pittsburgh, rather than following the rivers as most rail lines do in that area.

Southern's 4501 was the motive power for a consist of 11 cars, plus a couple heavyweight pullmans for crew and VIP's, a gondola of extra coal, and baggage car. The equipment was mostly the open window, non-air conditioned coaches used regularly by the Southern for excursion duties. Two of them, including an open-door baggage car, were set up for food service and concessions. Bringing up the rear, "Lookout Mountain," an open platform observation car with no windows at all and with wooden bench-type seats. Needless to say, it was a favorite spot. The whole operation was made possible by the Southern Railway and Roanoke Chapter, National Railway Historical Society.

We left Brewster close to our 9am schedule. Those aboard earlier told me that the entire trip from Chicago had been marked by punctuality--indeed by earlier-than-scheduled arrivals at the overnight stops. Over 600 were aboard as we steamed out of the yards--a division point on the former Wheeling and Lake Erie. Most of the passengers were part of two special groups which returned to Massillon by chartered bus after reaching Pittsburgh.

The day was near perfect, too. Bright sunlight, but not overly warm. A generally happy and upbeat attitude on the part of the riders. We moved along on CTC controlled track, fairly well maintained, at 30-35mph. At one point we parallelled the PC's New York-Chicago mainline for a few miles and had the good fortune to watch a long freight pass in the other direction.

At this point things got a bit more interesting. The track had to climb a range of hills along the Ohio River before dropping down to the river itself at Mingo Junction, our only scheduled stop of the day--then climbing up out of the valley on the other side. This bit of engineering was accomplished, around the turn of the century, with the help of more than a dozen tunnels and over 80 bridges. There's a drop of better than 500 feet down into the valley, followed by a climb of more than 600 on the south side. Some good opportunity for the 4501 to show her stuff, what with 0.7% grades and more than a dozen cars. She acquitted herself well, showing on the grades to be sure, but never slipping or faltering.

As we moved from the rails of the former Wheeling & Lake Erie to what was once the Pittsburgh & West Virginia, a lessening of track maintenance was evident, with more pitching and rolling and louder reports from some of the rail joints. But, with our relatively slow speeds no real problem.

Cameras clicking their final frames of the day, we eased across a high trestle and into Rook Yard about 15mins behind our scheduled 1:15pm arrival. A couple film crews from Pittsburgh TV stations were there to report the event, apparently considered something of note even in a city the size of Pittsburgh. Yes, it certainly was a well-run and memorable trip, thanks to all of those involved.

* * *

A question which had been growing in my mind came to a kind of full fruition later that day when I arrived home to find Paul Rayton's article in the last RTN awaiting me. Here I was just back from a 2-day journey which left a somewhat bad taste in my mouth regarding public transportation, and I was ready to begin a much longer trip. Some negative letters to the editor didn't help, nor did the knowledge that Amtrak is following thru with the ill-advised DOT recommendation to drop the NATIONAL & FLORIDIAN.

Besides that, I had just completed a couple less than perfect runs on Greyhound which indicated that in spite of that company's current campaign against Amtrak, its own house may be far from in order. Then there was the piece by columnist Jack Anderson a couple

weeks ago. In it, many Congressmen were quoted as being so unhappy about the quality of airline service, particularly in the Northeast, that Congressional hearings may be held soon. There have also been charges of late about the handling of pets in cargo compartments by airlines under conditions so extreme that many die. That many airlines have been or are in financial difficulties is common knowledge. The question then, are we in the midst of an overall decline in the quality of inter-city public transportation? Is the overall situation no better than status quo when it should be improving? Are automobiles, due to rising costs plus pollution being forced into a less dominant role while public transportation as a whole isn't properly prepared to fill the gap?

My original plans for riding the INDEPENDENCE LIMITED called for a trip on the BROADWAY from Baltimore to Ft. Wayne, picking up the steam train there. The trip on the Washington connection of the BROADWAY began well enough with a nearly 15-min early arrival in Harrisburg. However, the air conditioning wasn't functioning properly in the sleeper and sleeper-lounge observation. The slumbercoach to which I switched in Harrisburg was fine, however. The fairly good beginning of my adventures was to be deceptive, however. A freight derailment between Johnstown and Pittsburgh proved to be my undoing. It resulted in a re-routing over freight-only trackage into Pittsburgh, with departure from there nearly 3 hrs late. Altho some portions of the PC track were less than exciting, we lost little additional time and moved along at 75-79mph much of the time after leaving Crestline. At this point it didn't matter. I decided to detrain at Lima, Ohio since it was useless going to Ft. Wayne and arriving a couple hours after the INDEPENDENCE LIMITED's departure.

The idea was to intercept the LIMITED at Fostoria, Ohio, about 45-50 miles north of Lima. Getting there is no small problem, however. Direct bus service doesn't exist. Without getting into all the trials and tribulations, my efforts to reach Fostoria failed by a few short minutes. I ended up at Findlay, Ohio--between Fostoria and Lima --catching a Greyhound back to Lima. While the bus was ready to leave on time, our driver stopped just down the road from the terminal to help the driver of another Greyhound who was having engine problems. After 15 minutes of making adjustments to the engine, the problem seemed to be cured and both buses were on their way. We arrived at Lima about 15 minutes late.

I now had an hour layover until one of the two daily runs arrived eastbound from Chicago and Ft. Wayne to Marion, Mansfield and finally Massillon, where my overnight accommodations were reserved. Again, an on-time run was not to be. The bus was supposed to reach Lima at 3. It struggled in about 5. We left 2 hours late and stayed 2 hours late for the 4½ hours of the journey. The explanation for the delay was interesting, told by another passenger. An inexperienced driver had been assigned to the Chicago-Lima portion of the run. He had difficulty remembering the turnoffs and side streets involved in getting in and out of various towns and at one point literally had to stop at a service station and get a map! Then, some of the rough stretches of roadway provided some shakes and rattles that would rival anything the PC has to offer. Our lateness resulted in changed or missed connections for a number of our passengers. In one case, the driver asked a man going to Morgantown, WV who would be stuck all night in Pittsburgh to call ahead if he knew of someone who could drive to Pittsburgh to pick him up! That's well over 50 miles, by the way.

After leaving the LIMITED at Pittsburgh, one more bus ride to go. I couldn't wait for either of Amtrak's two daily offerings east from the Steel City, so caught a mid-afternoon Greyhound departure. Things went well as we traveled the Pennsylvania Turnpike to the community of Breezewood, where Greyhound maintains a cafeteria and servicing facility. It was supposed to be a 20-min stop, but it stretched out for an additional half hour when a mechanic discovered a problem with one of the tires and the bus was moved to a garage area to switch it. Once more, delay. After switching buses in Hagerstown, our arrival in Baltimore was about 20mins late. That's when I arrived home to the latest issue of RTN and started wondering in earnest about the state of public transportation in this nation.

And so, within a few hours after dispatching this to editor Jim Russell, I'm off for nearly three weeks in the U.S. and Mexico. I depart with my fingers crossed.

Columnist Ernest B. Furgurson has been riding trains around the nation and reporting. His comments are a mixed bag. He does say that on the whole trip nearly all the cars he rode in were nearly full. He complains about reservations, but calls going by train "still a memorable way to see and feel America while crossing it."

AMTRAK RIDERSHIP FOR APRIL AND MAY (1972 vs. 1973)

ROUTE	CHECKPOINT	APR 72	APR 73	% CHANGE	MAY 72	MAY 73	% CHANGE
Boston-NY	Boston				1151	1395	21
Boston-NY	New Haven	2045	2622	28	1786	2112	18
Boston-Worch-NY	New Haven	249	208	-16	170	43	-74
Springfield-New Havn	Hartford	233	236	1	224	106	-53
New Havn-Hartford	Hartford	139	183	32	147	193	31
NY-Springfield	Hartford	178	132	-36			
NY-Washington	Washington				3964	4009	1
NY-Washington	Philadelphia	6540	7790	19	5948	6659	13
New Haven-Wash.	Metro Park	179	419	134	379	335	12
Empire Service	Albany	816	822	1	559	719	28
Empire Service	Buffalo				92	108	17
NY-Philadelphia	Newark-NY	9590	9152	-5	9784	9134	7
Phila.-Harrisburg	Lancaster	1195	819	-31	1047	732	-33
NY-Chicago	Pittsburgh	256	343	34	253	303	20
NY-Chicago	Chicago				280	377	35
DC-Harrisburg	Harrisburg	66	99	50			
NY-Kansas City	Pittsburgh	84	155	85	80	127	60
DC-Cincin.-Chicago	Charleston	73	115	58	60	99	64
Npt. News-Ch'ville	Richmond	28	55	96	28	46	66
DC-Parkersburg	Cumberland	47	42	-11	33	28	-15
NY-Florida	Richmond	1114	1409	26	829	1073	30
NY-Florida	Jacksonville				649	839	29
NY-Florida	Ft. Lauderdale				348	434	25
NY-Florida	Tampa				161	154	-4
Chicago-Florida	Louisville	107	176	64	86	109	27
Chicago-New Orleans	Carbondale	318	302	-5	302	298	-2
Chicago-New Orleans	Memphis				169	184	9
Chicago-New Orleans	New Orleans				65	79	22
Chicago-Detroit	Chicago	180	264	47	155	242	56
Chicago-Cincinnati	Chicago	63	87	38	44	75	70
Chicago-Carbondale	Champaign	260	261	0	243	222	-9
Chicago-Milwaukee	Glenview	598	731	22	604	657	9
Chicago-Minneapolis	LaCrosse	217	199	-8	205	157	-23
Chicago-St. Louis	Springfield	345	446	29	358	472	32
Chicago-Houston	Kansas City	264	275	4	278	247	-13
Chicago-Houston	Fort Worth				175	225	29
Chicago-Quincy	Aurora	207	243	17	186	212	14
Chicago-Seattle	Glenview				207	258	25
Chicago-Seattle	Minot	169	200	18	191	199	4
Chicago-Los Angeles	Chicago				274	288	5
Chicago-Los Angeles	Albuquerque	364	411	13	375	400	7
Chicago-Denver	Denver	171	297	74	236	264	12
Denver-Oakland	Cheyenne	99	187	89	93	157	69
Minneapolis-Spokane	Billings	67	75	12	76	71	-6
L.A.-New Orleans	El Paso	121	157	30	140	154	11
Oakland-Seattle	Klamath Falls	86	280	226	99	238	140
L.A.-San Diego	Los Angeles		725		552	666	21
Seattle-Portland	Seattle	134	167	25	257	202	-21
Los Angeles-Oakland	Santa Barbara	195	425	118	224	344	54

This table, based upon Amtrak data shows average daily ridership for 2 spring months with percent changes from 1972-1973 calculated. Amtrak's Marketing Dept. uses these data gathered at various checkpoints by conductors. It's obvious that it's not always wise to draw conclusions from percentage figures. But for long distance trains it's clear that some have made very substantial leaps in ridership: the COAST STARLIGHT more than tripling its ridership in April (a heavy travel month due to Easter vacation), the NATIONAL LTD, RILEY/WASHINGTON & FLORIDIAN up substantially. page 9

NOSTALGIA

By Jim Russell

IS IT POSSIBLE TO DEFINE A USEFUL ROLE FOR NOSTALGIA IN THE OPERATION OF A RAIL PASSENGER SYSTEM? WERE THE GOOD OLD DAYS REALLY SO GOOD? SOME THOUGHTS BY THE EDITOR

Much has been made of the current nostalgia "craze." Some see it as an immature desire to return to one's dependent childhood days and escape the stresses of modern life. Others describe it differently, but while commentators debate, there is no doubt of the fact that the desire to pick up artifacts from the past continues unabated.

It is our contention that, though some may use the past as a convenient means for not facing up to problems of the present, it really is true that many things were better a few decades ago than they are now. We can pick out three major topical areas that illustrate significant declines in quality over the years. One is work, the second is consumer goods and services, and the third is the physical environment.

The "Age of Automation" came in for a good deal of discussion in the 1950's, concomitant with the proliferation of computers that do certain work more efficiently than human brains do. The steady growth of mechanical devices that replace human labor proceeded alongside the computerization of industry. All this made industry more productive, but it also created a problem of boredom, because men are more frequently bored and dissatisfied with their work now, especially if they are in blue-collar jobs that require them mostly to stand and watch some apparatus perform the labor that their muscles itch to do.

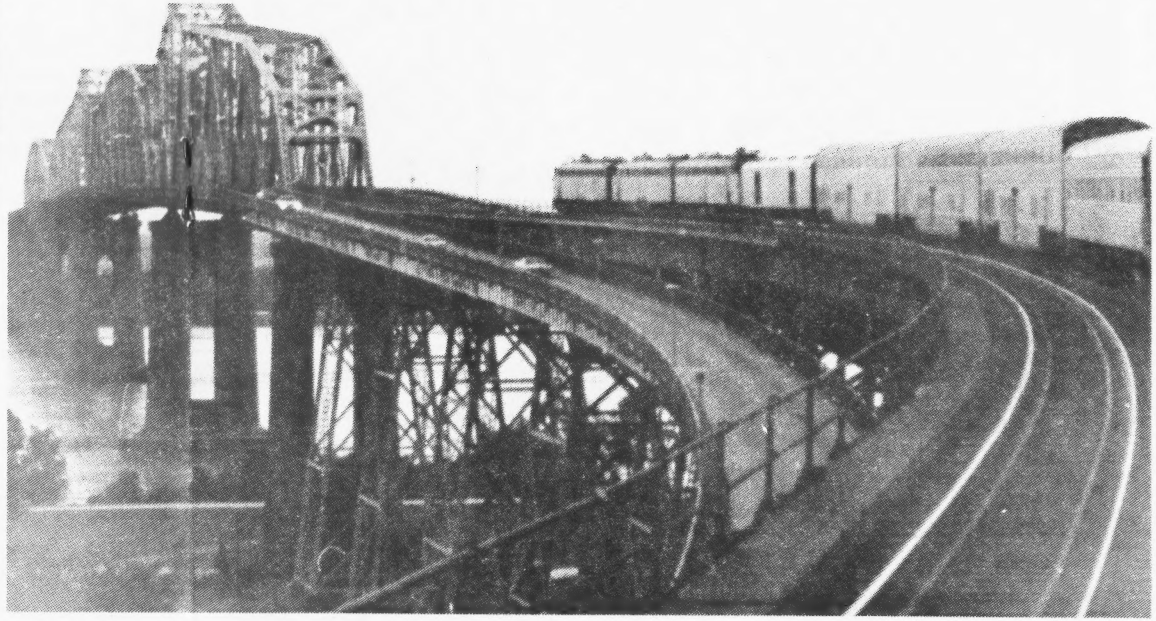
Social scientists always are apt to blame many of society's ills on the "rise of the middle class"; and that's just what has continued to happen over the years. The laborer rises to middle class status in terms of income, but consumer goods rise in price despite increased production because the laborer commands a higher salary now.

And that brings us to the second area--consumer goods and services. Here lies perhaps the most important problem, though one that industry does not seem to want to recognize. The difficulty is that consumer goods get continually cheaper in quality, to the point at which they become an affront to the purchaser and an insult to his intelligence. The mass merchandising techniques "perfected" after the Second World War have enabled enormous amounts of goods to be distributed to increasing numbers of consumers, but in the process the goods have deteriorated so badly in quality in most instances that there have sprung up mass revolts, as witness the natural foods fad that rebels against low quality supermarket goods. The younger generation is fond is calling our culture "plastic," to denote the artificiality and cheapening of quality that is the hallmark of present-day industrial output. Consumers are insulted by the pawning off of inferior merchandise upon them. As a result, they turn to nature--to "natural" foods--, or to the past for antique merchandise that bears the stamp of some human upon it, rather than a machine.

There are very few segments of industry that have actually seen improved quality in the past 20 or 30 years--but there are some notable ones. The electronics industry has produced quality high fidelity equipment that was virtually undreamed of in the younger years of most of us. The camera industry has come up with zoom lenses and electric-eye meters and other paraphernalia that have altered and enriched the visual experience of the entire population. Advances such as these have been the result of technological breakthroughs that have enabled industry to produce improved products at the same or lower prices than in the past, while other segments of industry have been relatively stagnant--failing technological advances, they have relied upon cheapening of their products in order to maintain profits in a situation where wages are steadily increasing. An example of industrial stagnation is the automotive industry. There, technological advances just about petered out a couple decades ago, and product "improvements" have been in actuality cheapened manufacturing techniques--and cheapened quality of cars. Lacking something new to offer the consumer, the industry turns to artificial facelifts and phony advertising to lure consumers into more and more automotive purchases. The same situation exists, of course, in many other industrial areas, where a public relations job substitutes for a real improvement in quality of the product.

Fortunately for the pocketbooks of industrial managers, people tend to have short memories. Many don't notice the gradual erosion of quality, and some may attribute it to their own misperceptions ("When you get older the meat doesn't taste as good as it used to"). And a large segment of the population grew up in an era when con-

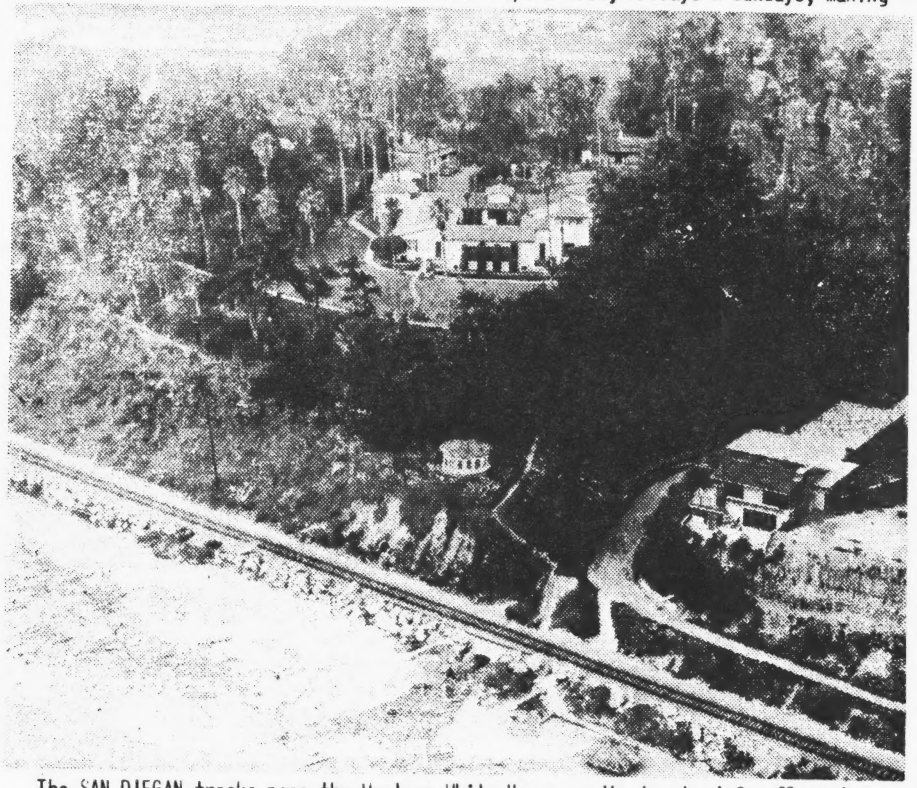
(continued on page 13)



The third in our series of photos depicting the beauties of rail travel shows the SUNSET LIMITED moving eastbound onto the Huey P. Long bridge over the Mississippi River into New Orleans. Paul Rayton took the photo on Kodacolor film at twilight as the dramatic bulk of the train loomed against the sky preparing for its passage over the Father of Waters. This train, omitted from the original "Railpax" network, has been showing steady increases in patronage and comes the closest to breaking even of all long routes.

THE NEW SAN DIEGANS by Peter Putnam Bretz

The June 10 timetable said that not only was Amtrak service to San Diego speeded up by 20 minutes, but also another train (#774 & 777) had been added, I decided to ride the first day. The new service runs 2 round trips a week, Fridays & Sundays, making



The SAN DIEGAN tracks pass the Western White House on the beach at San Clemente. Photo courtesy The Register (Santa Ana).

an hour & 25 mins layover in San Diego.

By the time the gates opened in LAUPT for train boarding, a good 25 or 30 people were on hand--mostly teen-age or early twenties. At 4:30pm, June 15, we backed out of the station and headed on down the Santa Fe's coast line. The FP7's in war-bonnet colors were still on the head end, followed by baggage-lounge "Silver Buffet" (ex-CB&Q built for TWIN ZEPHYR service); this non-refurbished car is a regular on this route. Instead of the regular hi-level chair cars (used on the EL CAPITAN during the summer), #774 this day had an old SP SHASTA DAYLIGHT coach (the ones with the extra-high windows), plus an SP articulated chair car built in 1941. Bringing up the rear were two refurbished Amtrak 5200-series coaches, for thru passengers. I sat in the Pullman Standard articulated car. These rode well in spite of their age, and were clean and pleasant inside. One of the cars still carried a mural showing an SP steam engine in the Cascades.

At Fullerton, more people boarded--quite a lot for the first day. I got off at Santa Ana to catch the regular train (#775) back. This one connects with the SUPER CHIEF, and is usually pretty crowded. The consist was similar to the southbound train, what with the war-bonnets, baggage-lounge ("Silver Salon"), an SP 44-seat coach, and two articulated sets. One of them (#2455-2456) used to run on the SUNBEAM between Dallas and Houston. Maybe it will get another chance.

NOSTALGIA (continued from page 11)

sumer goods had already reached an unacceptably low quality; they never knew the good old days, but little by little they begin to discover them--partly from travel abroad where lower labor costs permit the continuation of hand-crafted and "natural" goods; partly from discovering the as-yet unplasticized products of bygone days, which they now collect avidly. You can't fool all the people all the time.

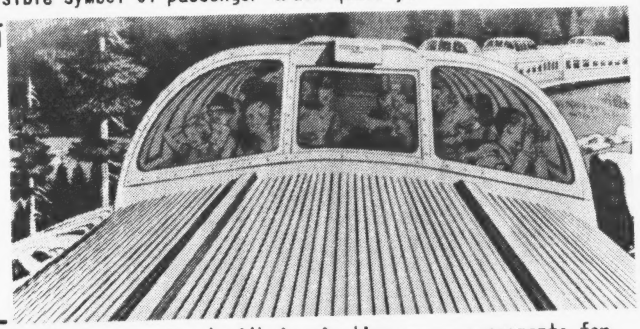
And of course the third point is that the physical environment has been seriously eroded with all this plastic production, so that there seems to be hardly anywhere to escape to that doesn't bear the defacement of civilization.

We are truly in the era of the consumer. Increasing numbers of people have come to realize that accumulating bigger and bigger piles of plastic consumer junk does not make for the good life. Buyers are simply fed up with shoddy merchandise and service at higher and higher prices. Better to have a smaller number of high quality things than a lot of litter. One can expect the market for well-made goods to bloom further. There is an identifiable "classic" era in almost every type of consumer merchandise. Examples of classic products (both old and new) are bound to continue climbing sharply in demand while cheap merchandise will little by little be forced off the market.

The same is true of services. Everyone knows the difficulty in obtaining high quality services under present conditions. Why are there so few butlers or good housekeepers anymore? It's even hard to find a competent store clerk in some places. But we are told by seers that we are entering the post-industrial society in which the switch-over is made from a goods-oriented to a service-oriented culture. The best guess is that the demand for quality services will rise, and that it will eventually be met as people once again start to take pride in doing a good job, even if it's considered by some as menial. The level of competency will have to rise. What goes down must come up.

What does all this have to do with trains? The fact is that so many people think of trains as high quality vehicles. They expect "snowy white linen" in the diner, and indeed almost all passenger train articles in the media stress this point. Services such as quality dining are of course quite costly on today's market, but the likelihood seems high that consumers will pay for such things; the market for them will grow. It seems that they should be made available for those who want them. Not everybody, of course, will want gourmet dining all the time while train riding anymore than they do when on the ground. Even Craig Claiborne must sneak a hot dog now and then.

The trouble with dining car eating before the Amtrak takeover was that it usually combined high prices with unpalatable menu selections. In their quest to eliminate passenger trains many of the railroads failed to change their menus to suit changing tastes in food. The ubiquitous Salisbury Steak and fried fish at exorbitant prices characterized too many diners of our acquaintance. If only the palatbility of the selections had been commensurate with the price, things wouldn't have been so bad. And you usually couldn't get a simple thing like a hot dog or a simple Italian dish at all. There are so many areas of passenger train operations in which economies can be made--who needs, for example, the old mausoleums of stations that cost Amtrak millions--that it would seem to be false economy to start hacking away early on at the dining car, the most visible symbol of passenger train quality.



To many the late-lamented CALIFORNIA ZEPHYR stood for quality passenger train service

Amtrak now has the opportunity to experiment with imaginative new arrangements for pleasing train dining at lowered costs. It is easy enough to suggest restaurants on the ground that do such things quite well, but presumably Amtrak has investigated them already. The one thing that should be avoided at all costs is the stigma of standardization. Once the public gets the idea that a bunch of bureaucrats in Washington have produced a standard menu for all the nation's trains, or introduced "airline food," the butt of ridicule across the nation, the trains will be in for a bad time.

The feeling of nostalgia is a human response instigated by dissatisfaction with things as they are at present. There are currents within our culture that go deeper than we can explore here. The desire for well-made things and for courteous and fair service goes beyond the things and the service. It goes to the individual's self-esteem--to the heart of his personality. Poor service says to the person that he doesn't count, that he is not worthy of good service. The fact that our culture produces so many individuals with tenuous self-esteem is another matter altogether. (Parenthetically, one needs self-esteem to be a good servant; one needs pride in one's work in order to take pride in serving others. Oddly, this pride is found in many railroad employees; but will it be nurtured and cultivated further?)

The most important point about nostalgia is not that things were better in the past, but that the nostalgic person of the present finds symbols of his self-esteem and the esteem of others for him lacking in the here-and-now. These symbols tend to be readily seen especially in transportation vehicles because vehicles become such an important extension of the personality. Cars, planes, trains, all take over the very personal function of physical mobility from the individual. Because trains are such extraordinarily flexible vehicles in terms of satisfying many human needs in addition to mere movement from place to place, they are especially likely to elicit pleasure or criticism from their users.

People won't be fooled long by image without quality; by the publicity blurb that says we love you but behind which is poor quality service. But good quality will become an image that raises the person's self-esteem and leads him to seek the experience of that quality service again.

There is much to be learned from the present concern with the past. Nostalgia should not be summarily dismissed as an improper and unimportant emotion in today's world.

mixed train of thoughts

WHERE IS AMTRAK'S good refurbished equipment when we need it most? Some of it is deadheading pointless around the country and sitting in railroad yards unused. The newly refurbished ex-C&O "Moonlight Dome" (see RTN, 2nd March issue) deadheaded to Oakland on the SAN FRANCISCO ZEPHYR about mid-June for use on that train. It was to be a dome-dorm (why not a dome sleeper?), but after quite a few days it was decided there wasn't enough crew space in it, so it was pulled out of the yards and in the dead of night deadheaded to Seattle on the COAST STARLIGHT (June 26), where it still sits in the yards. We thought a breakthrough was about to occur--a non-SP dome for the ZEPHYR--, but no, the same junk runs on that train now that it's daily and the few SP domes are insufficient. Meanwhile the two companion cars, "Starlight Dome" and "Sunlight Dome" have been used on the SUPER CHIEF and the SUNSET, and also an ex-NP sleeper-dome #9210 on the latter train..... THE SUPER CHIEF and the EL CAPITAN have been running as separate trains some busy July days. July 8 the SUPER was seen leaving Los Angeles with no dome or lounge. Incidentally, the new engines on that train are admired as smokeless and having a pleasant-sounding horn..... SPEAKING OF NOSTALGIA, the Rock Island has reprinted a big 1884 timetable-system map that sells for $1.25 including postage. Write Public Relations Dept., Rock Island Lines, 139 W. Van Buren, Chicago IL 60605. Mention RTN..... LAST YEAR IT was a large portion of the East. This year it was Northern New England that was struck by floodwaters as the month of June ended. The MONTREALER and WASHINGTONIAN became casualties, along with numerous bridges and highways. The high water caused the trains to be terminated at White River Junction, with passengers bused to and from Montreal..... CANADIAN RAILROAD STRIKE is expected the last week of July, say union officials. Little progress has been made in a contract dispute that has been going on all year..... THE DALLAS HEARINGS by the National Arbitration Panel have been re-scheduled for July 24.....

* * *

AMTRAK'S PROPOSED SCHEDULE for the proposed Dallas-Houston train appears in the May issue of Cook's Continental Timetable. Train 15 is to leave Dallas 3:05pm, arrive Houston 10:25pm; train 16 leaves Houston 7am, arrives Dallas 2:20pm, for a 7-hour, 20-min running time each direction..... IT ISN'T EXACTLY what we had in mind when we proposed a Canada-Mexico Express in our Vol. 1 No. 2 issue (still available), but Senator Tunney's 200-300 mph train to run between Vancouver and Tijuana, Mexico is to receive a feasibility study costing $8 million. The Senate voted to approve the study July 11..... AUTO-TRAIN HAS added a third run to its East Coast route. Designated SCL train 3, it made its first southbound run July 1 with a typical consist, including UP sleepers. Northbound it is SCL #4. A heavy load of people was aboard the first day..... AMTRAK IS ADVERTISING combination sea-rail and air-rail tours with ads that picture a combination plane-train and a boat-train..... THE SENATE, IN approving the $185 million Amtrak bill, also voted to allow any company to provide auto-train service in the nation, thus clearing the way for Auto-Train to initiate its Louisville-Florida train..... AMTRAK'S BEEN GETTING some very bad press lately. It almost seems that the corporation's image has hit a nadir at this point; however, it's trains are running full. A prominent Seattle Times article (July 1) described a trip on the EMPIRE BUILDER as a "ride through hell with no escape." Mechanical failures were at the heart of the problems. At one point the diner had to quit functioning because of 140° heat in the galley. And it was 103 in one lounge-sleeper, and passengers were getting ill from the heat. Passengers accused Amtrak of trying to "strangle passenger service." So there was no way Amtrak could sensibly commit more money a year ago? Not even on new equipment? A Miami Herald columnist reported the problems of riders on the FLORIDIAN that Amtrak wants to drop. The train was well behind schedule, no hot water ever, no lights, no air conditioning, the whole familiar bit..... AND NOW WE come to the end of another RTN (since we write this page last, usually). At this point in time we look back on how things have gone as this particular week unfolded, and we declare that our head is inoperative for another two weeks.....

EDITORIAL

The NRPC hereby gives notice...

We are extremely disheartened by Amtrak's action in seeking to discontinue three trains--the NATIONAL LIMITED, the FLORIDIAN, and the Richmond-Newport News connection of the GEORGE WASHINGTON/JAMES WHITCOMB RILEY. In addition, the corporation's opposition to Auto-Train's proposed Louisville-Florida service leaves a bad taste in the mouth. Amtrak, which seems to worry a lot about its image, is certainly tarnishing it with these ill-advised actions.

Does the corporation really want to run trains for the American people? Does it want no train at all to connect the Midwest directly with Florida? Is it not aware of all the problems that have plagued passengers on these trains, and that citizens have expressed their desire for train service by riding them in increasing numbers despite the problems? (See the table on p.9: NATIONAL LIMITED ridership jumped 85% in April over the previous year, and 60% in May, while the FLORIDIAN showed increases of 64% and 27%.)

There have always been two opposed schools of thought regarding Amtrak. One sees it as the savior of American passenger trains while the other views it as a hoax that is really designed for the orderly phasing out of passenger service while funnelling tax money to offset railroads' losses. The events of the last two weeks hurt Amtrak, as well as hurting the cause of passenger trains, since they demoralize Amtrak employees at the same time that they weaken the corporation by shifting the initiative for better trains away from it onto the shoulders of NARP, the ICC, and the private citizen, working thru Congress. Senator Vance Hartke seems to emerge as the shining figure in this affair, since it is he who is taking bold action in Washington in holding up Amtrak's appropriations measure to make the corporation shape up and do things properly. Senator Hartke has our enthusiastic support.

In an RTN article a short time ago (Vol. 3 No. 4) C. D. Washington pointed out that Amtrak is "unable to generate valid management information from their accounting data." That one fact alone makes it ludicrous and sad that Amtrak is trying now to drop important routes (some see it as the gradual dismemberment of the system) when it really cannot say with certainty what its losses are, or even what its actual ridership is, and discovers a year and a half after the fact that a huge portion of its on-time performance data were exaggerated by 32%!

Amtrak is trying to drop major routes when, after more than two years of operation, it has ordered no new equipment (except a few Turbos that have a most alarming breakdown record) which it needs perhaps more than anything else; has not completed the nationwide reservations system that the Amtrak incorporators envisaged as being in operation from the very beginning; continues to turn away potential customers at an incredible rate (reportedly the Chicago central reservation bureau has 60 people trying to handle 30,000 calls per day); has only begun to hire its own people, instead continuing to pay railroad personnel, many of them hand-picked to drive away customers; has done little to eliminate costly and wasteful old terminals; has failed to show an aggressive attitude toward serving the public instead of railroad management.

The idea to lop off several routes from the Amtrak system was not made in a vacuum. Amtrak and the DOT reportedly collaborated on the idea, and in typical bureaucratic fashion came up with some totally unexplained cost-per-passenger-mile figure that would reduce Amtrak's budget so as to please the pennywise and pound-foolish characters at the White House. Amtrak's low point last year was reached when Roger Lewis announced that he could not "sensibly commit" more money to the cause of trains. Now we're reaping the harvest of that foolish idea in continuing equipment breakdowns and passenger dissatisfaction. This year he called the $93 million budget "tight"--a nice word that offends no one.

Amtrak is too willing to let the White House dictate its needs. It really has little or no control or knowledge of what's happening around its system. Something is wrong in Amtrak top management. RTN hereby gives notice that Amtrak had better either change its thinking or change its management.

canadian news letter

GOD SAVE THE QUEEN -- AND THE TURBO

THE ROYAL VISIT of Queen Elizabeth II and Prince Phillip, the Duke of Edinburgh, got underway as scheduled June 25, and trains played a prominent role in the proceedings. The royal party arrived at 1:20pm at Toronto in an Air Canada DC8 after a 7hr, 45min trip, and they were greeted by Prime Minister Pierre Trudeau and other dignitaries. Fifteen minutes later they were whisked off by automobile to spend five days in Ontario, their first visit here in 14 years. Two or 3 thousand were on hand at the air port to greet them, but about 16,000 at Ontario Place, where they rode a mini-train and at Cinesphere saw excerpts of the film "Catch the Sun," including views from the front of a train traveling thru the Canadian Rockies, described by the Toronto Globe & Mail as "breathtaking."

The Royal Train tour began on June 27 with an 8:30am departure from Toronto. The consist of train is not yet available to us, but presumably included the two paired cars designated as Nos. 1 and 2, owned by the Canadian Government, and fully equipped for such occasions. The train stopped in Oshawa and Cobourg, taking 11 minutes to move thru the Oshawa yards, so that viewers were able to follow it by walking down the station platform. About 150 saw the train there, and several thousand in the town proper. At Cobourg the Queen's hairdresser stepped off the train for a stroll and got left behind. An Ontario Provincial Police car took him to a siding near Napanee, where he was reunited with the party.

Canadian postage stamp of 1968 pictures Queen Elizabeth, a TurboTrain, and other transportation vehicles.

During the entire trip special rail regulations were in effect. Passenger trains could not meet the Royal Train at speeds of over 10 mph, and freights were required to be off the section of track at least one hour before the Royal Train. When the Royal Train remains stationary, all other train speeds are greatly reduced. All grade crossings are checked in advance, and all vehicles used by the party are completely inspected and then placed under constant guard (the Queen refuses to ride in helicopters). No flights are permitted within 15 minutes of that of the Royal Plane. (On June 28 a hoax bomb was located at Brantford on an underpass beneath the tracks on which the Royal Train was to pass 3 hours later.)

On the 28th the party visited Breslau, Cambridge, Kitchener-Waterloo, London, St. Catharines, and Niagara-on-the-Lake, returning to Toronto to sleep overnight on the train at Scarborough near Toronto. June 30 the party was to fly to Charlottetown, then to Prince Edward Island, return to Ontario for a 1-day visit to Thunder Bay on July 3, then to Regina and Calgary, leaving from Calgary airport. The Royal Party will return July 31 for a second visit to Ontario, to last thru August 4.

THE TURBO TRAIN went back into service June 22 between Toronto and Montreal after a long absence to correct its mechanical problems. Each train was driven over 5000 miles to check their reliability. They were not, however, driven with capacity loads of over 300 people. And that's the number of riders that were turning out for the

renewed Turbo runs. On June 16, six days before their public debut, a Turbo was reported to have run from Montreal to Toronto on schedule. But on the big day, Friday the 22nd, a Turbo from Montreal suffered a failure of its air conditioning and lighting system, and was delayed 56 minutes. The eastbound run of the "Terrible Turbo," as the Toronto Star dubbed it, arrived 35 minutes faster than an Air Canada jet. But the westbound breakdown at Cornwall shattered hopes for renewed reliable service on the turbo-powered trains. Saturday: A Turbo stalled shortly out of Montreal, and the 315 passengers were transferred to a regular train. Sunday: A Turbo from Toronto got as far as Cornwall, where it broke down, requiring the transfer of over 300 riders to a "special backup train," with a consequent 1-hr, 10-min delay. Tuesday: Two of the three Turbos had been bad-ordered and towed into the Montreal shops, while newspaper ads still announced, "Turbo... The obvious choice." Canadian National offered apologies and refunds of the premium on the fare. The railroad suspended service and replaced the trains with Rapidos on slower Rapido times (departure times are unchanged). As of June 26, the one functioning Turbo was making one one-way trip daily.

The Globe & Mail editorialized (June 29): "How could the Turbo's designers have anticipated that their super-train would be confronted with cold weather? Or that it would be asked to haul a full load of passengers? Let us, therefore, be constructive. In such a spirit we would suggest that the CN, instead of refunding premium rates for Turbo trips never completed, should ease accounting problems by introducing cut rates. The move could be regarded either as compensation to venturesome passengers (a sort of danger pay), or merely a realistic anticipation of... ah... er... things to come."

Toronto Star humorist Gary Lautens, in a column entitled "Turbo Ends Motion Sickness by Remaining Motionless," found that Turbo was safe, and a pleasure to have a meal aboard, because it remained in the station--steady as Gibraltar. Because it's not going anywhere, you don't have to rush thru the meal, Lautens said. At this rate, CN Turbo jokes may become as prominent a part of Canadian culture and lore as Newfie jokes have been.

(Meanwhile, south of the border, reports indicate that the U.S. TurboTrains have recently been available for only 40% of the scheduled runs--not a good omen for Chicago corridor services. Perhaps the French Turbo will come to the rescue.)

PETER WITT STREETCAR began running in Toronto June 22, with regular revenue service starting June 25. There are only 3 of these cars in existence, out of an original 100. One is at Rockwood, Ontario, in a museum operated by the Ontario Electric Railway Historical Association. The second, #2894, starts service July 12, alongside #2766 that was decorated in red, white and blue bunting for the Royal Visit. Stored for 10 years at TTC's Hillcrest yards, the streetcars ran between 1923 and 1963. The cars are painted in TTC's red-and-cream colors, and run weekdays 10am-3pm and 7-9pm (weekends 10am-9pm).

CN AND CP have closed their city ticket offices on Ottawa's Sparks Street Mall, one block from many important government office buildings. These were responsible for enormous amounts of business just a few years ago. Now, a reservation will be held for you until one hour before train time at Ottawa's new out-of-the-way station.

CANADIAN NATIONAL'S CAPITAL, daily-except-Saturday overnight train between Toronto and Ottawa, was often a heavy run in the late 1960's, with up to five sleepers and an ex-FEC sleeper-lounge for the civil-service/lobbyist crowd. Now, no matter what the weather, it is held to one sleeper, and the sleeper-lounge is gone. Thus CN fulfills the letter of the law, but does not meet traffic demand or potential. (CN has also closed its downtown Toronto ticket office formerly located at busy-busy Yonge and King Streets.)

LOOK FOR CN to try to run the SUPER CONTINENTAL in one section in summer, 1974. In 1971 the two SUPERS per day each way at Edmonton had 8-9 sleepers. What CN has done is retire its heavyweight cars and its older ex-U.S. lightweight sleepers, thus making it impossible to field big trains these days. Isn't it like SP--watching the CASCADE go from 8 sleepers per trip in summer 1964 to 3 in summer 1965?

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renewed Turbo runs. On June 16, six days before their public debut, a Turbo was reported to have run from Montreal to Toronto on schedule. But on the big day, Friday the 22nd, a Turbo from Montreal suffered a failure of its air conditioning and lighting system, and was delayed 56 minutes. The eastbound run of the "Terrible Turbo," as the Toronto Star dubbed it, arrived 35 minutes faster than an Air Canada jet. But the westbound breakdown at Cornwall shattered hopes for renewed reliable service on the turbo-powered trains. Saturday: A Turbo stalled shortly out of Montreal, and the 315 passengers were transferred to a regular train. Sunday: A Turbo from Toronto got as far as Cornwall, where it broke down, requiring the transfer of over 300 riders to a "special backup train," with a consequent 1-hr, 10-min delay. Tuesday: Two of the three Turbos had been bad-ordered and towed into the Montreal shops, while newspaper ads still announced, "Turbo... The obvious choice." Canadian National offered apologies and refunds of the premium on the fare. The railroad suspended service and replaced the trains with Rapidos on slower Rapido times (departure times are unchanged). As of June 26, the one functioning Turbo was making one one-way trip daily.

The Globe & Mail editorialized (June 29): "How could the Turbo's designers have anticipated that their super-train would be confronted with cold weather? Or that it would be asked to haul a full load of passengers? Let us, therefore, be constructive. In such a spirit we would suggest that the CN, instead of refunding premium rates for Turbo trips never completed, should ease accounting problems by introducing cut rates. The move could be regarded either as compensation to venturesome passengers (a sort of danger pay), or merely a realistic anticipation of... ah... er... things to come."

Toronto Star humorist Gary Lautens, in a column entitled "Turbo Ends Motion Sickness by Remaining Motionless," found that Turbo was safe, and a pleasure to have a meal aboard, because it remained in the station--steady as Gibraltar. Because it's not going anywhere, you don't have to rush thru the meal, Lautens said. At this rate, CN Turbo jokes may become as prominent a part of Canadian culture and lore as Newfie jokes have been.

(Meanwhile, south of the border, reports indicate that the U.S. TurboTrains have recently been available for only 40% of the scheduled runs--not a good omen for Chicago corridor services. Perhaps the French Turbo will come to the rescue.)

PETER WITT STREETCAR began running in Toronto June 22, with regular revenue service starting June 25. There are only 3 of these cars in existence, out of an original 100. One is at Rockwood, Ontario, in a museum operated by the Ontario Electric Railway Historical Association. The second, #2894, starts service July 12, alongside #2766 that was decorated in red, white and blue bunting for the Royal Visit. Stored for 10 years at TTC's Hillcrest yards, the streetcars ran between 1923 and 1963. The cars are painted in TTC's red-and-cream colors, and run weekdays 10am-3pm and 7-9pm (weekends 10am-9pm).

CN AND CP have closed their city ticket offices on Ottawa's Sparks Street Mall, one block from many important government office buildings. These were responsible for enormous amounts of business just a few years ago. Now, a reservation will be held for you until one hour before train time at Ottawa's new out-of-the-way station.

CANADIAN NATIONAL'S CAPITAL, daily-except-Saturday overnight train between Toronto and Ottawa, was often a heavy run in the late 1960's, with up to five sleepers and an ex-FEC sleeper-lounge for the civil-service/lobbyist crowd. Now, no matter what the weather, it is held to one sleeper, and the sleeper-lounge is gone. Thus CN fulfills the letter of the law, but does not meet traffic demand or potential. (CN has also closed its downtown Toronto ticket office formerly located at busy-busy Yonge and King Streets.)

LOOK FOR CN to try to run the SUPER CONTINENTAL in one section in summer, 1974. In 1971 the two SUPERS per day each way at Edmonton had 8-9 sleepers. What CN has done is retire its heavyweight cars and its older ex-U.S. lightweight sleepers, thus making it impossible to field big trains these days. Isn't it like SP--watching the CASCADE go from 8 sleepers per trip in summer 1964 to 3 in summer 1965?

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